IN THE SPECIFICATION:

Please amend the application as indicated below.

Page 1:

Please replace the first paragraph as follows:

FIELD OF THE INVENTION

The invention relates to a device for indicating the locking state of a fifth wheel coupling, comprising an evaluation unit to which a first and a second sensor are connected and a display unit which is connected with the evaluation unit. The device further relates to an arrangement of a first and a second sensor on a fifth wheel with which a kingpin in a locked state is engaged in a positive locking manner.

Page 1:

Please replace the second full paragraph as follows:

BACKGROUND OF THE INVENTION

DE 198 20 139 A1 represents a generic prior art in this connection. This document describes a method and an arrangement for monitoring the proper locking and securing of a fifth wheel equipped with a locking mechanism and a safety mechanism. A first sensor is provided for monitoring the state of the locking mechanism and a second sensor for directly or indirectly monitoring the state of the safety mechanism. The first sensor is an inductive proximity switch and is intended to be mounted on the underside of the locking latch and to monitor the position of the kingpin in relation to the locking latch. If the kingpin is driven in too high, it rises above the

locking latch, which increases the risk of false detections. In practice, however, such a positioning of the first sensor has proven to be a drawback because the locking latch must first be locked before the sensor can detect the position of the king pin in relation to the locking latch. An incorrect positioning of the kingpin led to increased wear and damage to the locking latch and the first sensor mounted thereon, since the locking latch, even during travel, is subject to substantial impact loading, which is also transmitted to the first sensor. Another weak point is the flexibly installed cables. The second sensor is likewise an inductive proximity switch, which monitors a locking mechanism that secures the safety mechanism against loosening. For this purpose, a tongue of the locking mechanism is monitored, which is within the detection range of the sensor only as long as the locking mechanism stays in a locked position in which the operating lever is secured by a cam. The essential drawback of the sensor arrangement of this second sensor is that there are frequent false alarms because the major part of the fifth wheel is made of steel, and actuating the operating lever changes the position of a plurality of other components in relation to the second sensor, which then trigger a false signal.

Page 2:

Please replace the first full paragraph as follows:

SUMMARY OF THE INVENTION

Thus, the object of the invention is to provide a device for indicating the locked state that maximizes operational availability and minimizes false signals.

Page 8:

Please replace the second full paragraph as follows:

BRIEF DESCRIPTION OF THE DRAWINGS

The invention will now be described in greater detail, by way of example, with reference to two drawing figures in which:

Page 8:

Please replace the fifth full paragraph as follows:

DETAILED DESCRIPTION OF THE INVENTION

FIG 1 is a longitudinal section of the central area of a fifth wheel 1 with a kingpin 3 arranged in a locating hole 2 (cf. FIG 2). The kingpin 3 essentially has an upper collar 11, a middle section 12 with a reduced diameter below that and a lower collar 14. For a positive locking engagement of the kingpin 3 with the fifth wheel 1, a locking latch 13 pivotably supported on the coupling plate 10 engages with the middle section 12 of the kingpin 3.